

Vol. 1

BULLETIN

OF

ANTIQUE AUTOMOBILE CLUB

OF

AMERICA

Frank Abramson, President

Earle S. Eckels, Vice-President

Theodore J. Fiala, Sec'y-Treas.

Board of Governors

Earle S. Eckels, Chairman

Theodore Brooks Fred Parsons Joseph Williams

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Theodore J. Fiala

8 Overhill Rd.

Upper Darby, Pa.

Fellow Members And Prospective Members Of The Club

Just want to say hello, by way of greeting, and chat with you a while. As you know, the advent of spring is the signal for old car owners to get out into the seasonal fair weather and warm up for summer activities. I trust the announcement may be received with the same eagerness as extended.

Since the election and installation of officers of the Club, plans and schemes have been thought of to bind the members together, and to create an interest in the organization to stimulate activity. As a result of careful preparation and accumulation of material, your officers have produced a few pages of information and short subjects to form this Bulletin. This Bulletin is written primarily to keep every antique automobile owner posted with details and first hand information.

How is this information to be obtained? The answer lies not with the Fates, they are often very unkind. The burden rests, not with your officers, not with the Board of Directors not with the Club as a group, but each and every one of us as single units, individually. We cannot wait for "breaks" with an organization of our type for what "breaks" we get we must make.

Your contributions, therefore, is the backbone of the Bulletin. How can you contribute? Here is the answer. Just look around you. Perhaps in your city, town, or county, there are antique cars that you know and men who have driven these cars. There are untold stories and facts wrapped around these old timers which make fine material. Write the history of your own car, write anything in the line of the antique automobile that interests you. Your interests are also the interests of every member of the Club.

We as officers of this Club, not only look forward to and expect that you contribute various interesting items, but our very existence demands your cooperation in this respect. Do your part and favor us with your suggestions and ideas.

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The following Bulletin is our humble work in which we have tried to give a brief but inclusive summary of our Club and what it stands for.

Frank Abramson, President
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Theodore J. Fiala, Sec'y-Treas.

THE WASHINGTON HORSELESS CAVALCADE AS DESCRIBED by

Fred Parsons of Bryn Mawr, Pa.

This was the first Cavalcade and there were about 14 cars in line. We had a sound car playing old time tunes such as Old Lang Syne, etc. There was a very enthusiastic crowd of about 3000 people at the start and we had the right of way as we paraded thru the crowded streets of Washington.

This event had been advertised and the people were looking for it. The prizes were presented at the Auto Show and I received third prize which was a gold cup. I said gold, but you can imagine my getting gold out of Washington.

I had no trouble getting my Antique down to Washington, for I towed it by means of a handy rig-up. I had a Ford wish-bone and hooked it in the back of my Antique car and then fastened it to the rear of my Lincoln and towed the old car on its front wheels. This arrangement saved much wear and tear on my Antique car.

Two young ladies sat in the front seat of my 1902 Pierce Arrow and they were dressed in old time dresses and veils. The ladies were furnished by the Pierce Arrow Company, and I never did get their telephone numbers. Barney Oldfield was also with me and I paraded him around. He was there to open the Show.

The A.A.A. was there with tow cars, oil and gas and made us all an honorary member of the A.A.A. and gave us a beautiful badge to put on our cars. All in all I had a good time and hope to go down next year.

MY PERSONAL EXPERIENCE AT THE CAVALCADE

Morris O. Stoyer, Harrisburg, Pa.

My 1912 model T Ford ran the distance of 250 miles that one day. It took us about five hours going down to Washington and five hours back to Harrisburg. The Car, as always, ran smoothly and "kept stepping" along, encouraging us all the way. We rode just as comfortably as though we were seated in a 1937 car.

At the parade, there were 16 cars in line, and as for appearance, not one could touch our Ford car with all of its brass glistening. It certainly amazed everyone we met in Washington. Personally, I think that was a wonderful performance for a model T Ford.

At Washington we met Barney Oldfield the great automobile racer. He looked all over the car and then gave us 100% for appearance. Also, we met the announcer of the N.B.C. Broadcasting Co. who allowed my wife, my son and myself to talk over the radio and describe our trip.

NOTE: Sometime ago, Mr. Stoyer had the honor of driving governor Earle of Pennsylvania in his Antique Car. It seems that the Governor's car encountered a breakdown outside of Harrisburg when Mr. Stoyer came along and offered his assistance. Having an appointment in Harrisburg, the Governor accepted the lift and marveled at the performance of the old car. Ed.

Entrants in The Washington Cavalcade, November 14, 1936:

<u>MAKE</u>	<u>YEAR</u>	<u>OWNER</u>
Ford	1914	Thomas K. Smith
Chevrolet	1914	Wolf Chev. Sales
Hupmobile	1910	Chas. E. Utermahlen
Ford	1913	Parkway Motor Co.
Studebaker E.M.F.	1910	Mrs. Margaret Ludwig
Rambler	1906	Paul Marvel
Ford	1914	Richard Greenfield
Columbia Elec.	1906	Haley Body Works Inc.
Cadillac	1902	C. Raymond Levis
Cadillac (2)	1902-1904	Stitt Motor Co.
Pierce Arrow	1902	Fred Parsons
Cadillac	1902	Josiah Ellis
Virginia Buggy	1902	Wm. Vehrencamp, Jr.
Ford	1914	John J. Eichorn
Ford	1906	Northeast Motor Co.
Oldsmobile	1902	Jos. C. Williams
Ford	1912	Morris O. Stoyer
Ford	1915	Wm. Coleman
Oldsmobile	1902	Wisconsin Motors, Inc.
Overland	1911	Noah Swartley
Buick	1910	Robert Patterson
Simplex	1909	Economy Oil Co.

TRENTON ANTIQUE CAR EXHIBITION

There is no list available at present of the Trenton event of November 14, 1936. However, all reports indicated that the affair was highly successful. About 19 cars were entered and formed a procession which paraded through the main streets of Trenton. After the parade the antique cars terminated at the Armory where the doors of the Auto Show were opened to the public. At this time \$250.00 prize money was distributed. The officials regret very much that short notice was given of the event but were gratified at the large turn-out and success of the affair. They confidentially informed the participants that next year they would have a better and more planned antique car exhibition.

ANTIQUE GOSSIP

"Earle S. Eckels mogul of a chain of gasoline stations and prexy of The Antique Automobile Club of America hisses his way in the vicinity of Willow Grove in his 1910 Stanley Steamer." -----Excerpt from Cecil Pennyfeather's column.
Philadelphia Record

Our friend Cecil forgets to mention that Earle is an accomplished aviator, being licensed and owning his own plane. We hope this information may correct any erroneous impression of Earle's mode of travel is in any way backward.

Hats off to Walter Matter. There is nothing the matter with his punctuality in arriving to every meeting of the Club even though he travels 130 miles over mountainous roadways in his 1910 Ford roadster.

Casual Thought: What has become of Paul Marvel, one of the charter members and invaluable representatives of our Club?

The Mossurians of our Club raise a doubt as to the ability of the weaker sex to enter our present monopolized organization. What say Miss Madlyn Osterman and Mrs. Margaret Ludwig?

Sudden Thought: Why not adopt a slogan for our cars as "Age Before Beauty?" Send yours in.

History of The Antique Automobile Club

After the Antique Automobile Derby of January 14, 1935, the President and Secretary thought it would be a good idea to start a club fostered by the good fellowship of the owners and drivers of antique cars, and the valuable knowledge and information which could be gained. In view of the fact that the Club will be the only one of its kind in this country, it would add to the public interest and so gain wide spread publicity.

As a result of correspondence with antique car owners a specific date, namely November 4, 1935, was set for the first meeting in the auditorium of the American Automobile Association of Philadelphia. Thirty enthusiastic persons were present, some of them coming 150 miles for the meeting. Officers were nominated and elected. An interesting discussion followed which was recorded in the minutes. This was the first page in the history of the Antique Automobile Club.

Since that memorable day, the Club has faced many difficulties that were unforeseen and has had bitter disappointments in many of its undertakings. Lack of funds prevented advertisement of the Club to the public and to the automobile companies.

Last fall the automobile industry prospered. This new prosperity caused automobile shows in the large cities of the east to look to novel ways to entertain their throngs of visitors. The Washington, D.C. auto show officials promoted a Horseless Carriage Cavalcade and asked the co-operation of the Antique Automobile Club of America. The Trenton auto show also looked to the Club for assistance in staging their parade of antique cars.

Events have at last brought the antique cars before the public. During the past few months the Antique Automobile Club has become known to the automotive industry and its associations and we are attaining and serving the purpose for which we were organized.

On Saturday March 6, 1937, a reporter from the Evening Bulletin of Philadelphia interviewed the Secretary and myself and wrote a feature story of our organization. This story appeared in the Bulletin on March 11. This is just a start and with the influx of new members and with the anticipation of many more, the Antique Automobile Club of America will find its proper place in the automobile limelight.

In conclusion, I want to point out that the Club is in no way affiliated with any automobile Club or trade association. It is governed by its own members and its non-paid officers who cheerfully devote their spare time to further the progress of this good cause.

CARS FOR SALE

1912 Ford runabout. Original owner. Fully equipped, oil tank and tool box, brass trimmed, speedometer, and Prestolite tank. Perfect condition. S. R. Bennett, Juliustown, N. J.

1910 Chalmers Detroit roadster. First class condition. A. B. Cranmer, Toms River, N. J.

CARS WANTED

Interested in purchasing a two cylinder car, preferably a 1908 Reo touring, and also one with a horizontal opposed motor. Any two cylinder car would be considered.

S. Brogdyne Teu II, 1029 Connecticut Ave. N. W.
Washington, D. C.